



**Rules and Regulations
for the Classification
of Special Service Craft,
July 2012**

Notice No. 2

Effective Date of Latest
Amendments:

See page 1

Issue date: November 2012

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RULES AND REGULATIONS FOR THE CLASSIFICATION OF SPECIAL SERVICE CRAFT, *July 2012*

Notice No. 2

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Special Service Craft, July 2012*. The amendments are effective on the dates shown:

<i>Part</i>	<i>Chapter</i>	<i>Section</i>	<i>Effective date</i>
1	2	3	Corrigenda
1	3	1	1 January 2013
1	4	1	1 January 2013
1	5	1	1 January 2013
3	4	5, 13	1 January 2013
3	4	11	Corrigendum
4	2	6	1 January 2013
6	5	3	Corrigendum
6	7	4	Corrigendum
7	5	3	Corrigendum

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Special Service Craft, July 2012* are to be read in conjunction with this Notice No. 2. The status of the Rules is now:

Rules for Special Service Craft	Effective date:	July 2012
Notice No. 1	Effective date:	1 October 2012
Notice No. 2	Effective date:	1 January 2013 & Corrigenda

Part 1, Chapter 2

Classification Regulations

CORRIGENDUM

■ Section 3

Character of classification and class notations

3.11 Class notations (Environmental Protection)

3.11.1 The following class notations are associated with the design and operation of a Special Service Craft and may be assigned as considered appropriate by the Committee, on application from the Owners:

EP ECO This notation may be assigned when the design and operation of a Special Service Craft are in accordance with the relevant requirements in Pt 7, Ch 11 of the Rules for Ships.

~~**EP** — This notation may be assigned when the environmental protection provisions of the Special Service Craft are in accordance with the requirements of another recognised classification society and are broadly equivalent to the requirements in Pt 7, Ch 11 of the Rules. Prior to assignment of the notation, an audit, in accordance with the requirements in 4.1.3 and 4.1.4 of Pt 7, Ch 11 of the Rules, is to be undertaken by LR to confirm that the necessary Environmental Protection procedures are in place and implemented effectively.~~

ECO(TOC) This notation will be assigned when the environmental protection arrangements are in accordance with the requirements of another recognised classification society and are essentially equivalent to Rule requirements and the craft is operated in accordance with the relevant requirements of the Rules.

Part 1, Chapter 3

Periodical Survey Regulations for Service Craft

Effective date 1 January 2013

■ Section 1

General

1.3 Unscheduled surveys

1.3.1 In the event that Lloyd's Register (hereinafter referred to as 'LR') has cause to believe that its Rules and Regulations are not being complied with, LR reserves the right to perform unscheduled surveys of the hull ~~or~~ and machinery as well as the applicable statutory requirements whether or not the appropriate statutory certificate has been issued by LR.

Part 1, Chapter 4

Periodical Survey Regulations for Yachts

Effective date 1 January 2013

■ *Section 1*

General

1.3 Unscheduled surveys

1.3.1 In the event that Lloyd's Register (hereinafter referred to as 'LR') has cause to believe that its Rules and Regulations are not being complied with, LR reserves the right to perform unscheduled surveys of the hull ~~or~~ and machinery as well as the applicable statutory requirements whether or not the appropriate statutory certificate has been issued by LR.

Part 1, Chapter 5

Periodical Survey Regulations for Amphibious Air Cushion Vehicles (ACV)

Effective date 1 January 2013

■ *Section 1*

General

1.4 Unscheduled surveys

1.4.1 In the event that LR has cause to believe that its Rules and Regulations are not being complied with, LR reserves the right to perform unscheduled surveys of the hull ~~or~~ and machinery as well as the applicable statutory requirements whether or not the appropriate statutory certificate has been issued by LR.

Part 3, Chapter 4

Closing Arrangements and Outfit

Effective date 1 January 2013

■ Section 5

Hatches on exposed decks

5.4 Closing devices

5.4.2 ~~Escape hatches are to be capable of being opened from either side.~~ To facilitate a swift and safe means of escape to the lifeboat and life raft embarkation deck, the following provisions apply to overhead hatches fitted along the escape routes addressed by SOLAS Reg. II-2/13:

- (a) Escape hatches and their securing devices are to be of a type which can be opened from both sides;
- (b) The maximum force needed to open the hatch cover is not to exceed 150 N; and
- (c) The use of a spring counterbalance, equalising or any other suitable device on the hinge side to reduce the force needed for opening is acceptable.

CORRIGENDUM

■ Section 11

Ventilators

11.4 Closing appliances

11.4.2 In order to limit the fire growth potential in every space of the ship, the main inlets and outlets of all ventilation systems shall be capable of being closed from outside the spaces being ventilated. The means of closing shall be easily accessible as well as be prominently and permanently marked and shall indicate whether the inlet or outlet is open or closed. Battery room ventilators are to be fitted with a means of closing only when:

- (a) the battery room does not open directly onto an exposed deck; or
- (b) the ventilation opening for the battery room is required to be fitted with a closing device according to the Load Line Convention; or
- (c) the battery room is fitted with a fixed gas fire-extinguishing system.

Where a battery room ventilator is fitted with a closing device, see Pt 16, Ch 2, 11.5.2.

Effective date 1 January 2013

■ Section 13

Particular requirements for multi-hull craft

13.2 Multi-hull craft escape hatches

~~13.2.7 — Escape hatches are to be capable of being opened from both sides. Handles on the outside are to be suitably protected from damage or inadvertent opening.~~

13.2.7 To facilitate a swift and safe means of escape to the lifeboat and life raft embarkation deck, the following provisions apply to overhead hatches fitted along the escape routes addressed by SOLAS Reg. II-2/13:

- (a) escape hatches and their securing devices are to be of a type which can be opened from both sides;
- (b) the maximum force needed to open the hatch cover is not to exceed 150 N; and
- (c) the use of a spring counterbalance, equalising or any other suitable device on the hinge side to reduce the force needed for opening is acceptable.

Part 4, Chapter 2

All Yachts

Effective date 1 January 2013

■ Section 6
Protection of openings

6.3 Hatches (coamings and covers)

6.3.6 — Escape hatches are to be operable from both sides.

6.3.6 To facilitate a swift and safe means of escape to the lifeboat and life raft embarkation deck, the following provisions apply to overhead hatches fitted along the escape routes addressed by SOLAS Reg. II-2/13:

- (a) escape hatches and their securing devices are to be of a type which can be opened from both sides;
- (b) the maximum force needed to open the hatch cover is not to exceed 150 N; and
- (c) the use of a spring counterbalance, equalising or any other suitable device on the hinge side to reduce the force needed for opening is acceptable.

Part 6, Chapter 5

Special Features

CORRIGENDUM

■ Section 3
Vehicle decks

3.3 Deck plating

Table 5.3.1 Deck plate thickness calculation (part only shown)

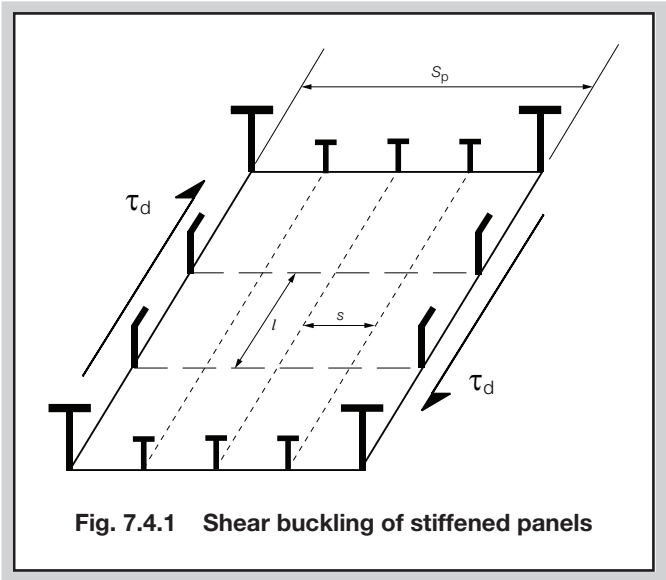
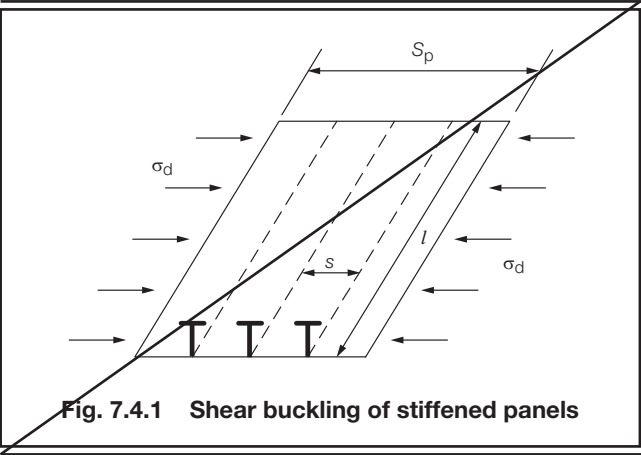
Expression	
λ	$= 1,25$ for craft operating in G1 $= (1 + 0,35n)$ for craft operating in G2 $= (1 + 0,385n)$ for craft operating in G2A $= (1 + 0,42n)$ for craft operating in G3 $= (1 + 0,49n)$ for craft operating in G4 $= (1 + 0,56n)$ for craft operating in G5 $= (1 + 0,70n)$ for craft operating in G6 G1, G2, G2A, G3, G4, G5 and G6 as defined in Pt 1, Ch 2,3.5.5.

Part 6, Chapter 7
Failure Modes Control

CORRIGENDUM

■ Section 4
Buckling control

4.6 Shear buckling of stiffened panels



Part 7, Chapter 5
Special Features

CORRIGENDUM

■ Section 3
Vehicle decks

3.3 Deck plating

Table 5.3.1 Deck plate thickness calculation (part only shown)

Symbols	Expression
	λ = 1,25 for craft operating in G1 = (1 + 0,35n) for craft operating in G2 = (1 + 0,385n) for craft operating in G2A = (1 + 0,42n) for craft operating in G3 = (1 + 0,49n) for craft operating in G4 = (1 + 0,56n) for craft operating in G5 = (1 + 0,70n) for craft operating in G6 G1, G2, G2A, G3, G4, G5 and G6 as defined in Pt 1, Ch 2,3.5.5.

Cross-references

Section numbering in brackets reflects any Section renumbering necessitated by any of the Notices that update the current version of the Rules for Special Service Craft.

Part 3, Chapter 4

2.1.1 Pt 4, Ch 2,9 *now reads* Pt 4, Ch 2,1 (*twice*)

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